



Polar Star Gazette

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Thanksgiving Days Thoughts

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Special points of interest:

- Sydney Port Call completed. Currently enjoying Hobart.
- Would you like a Christmas Gift from Sydney? Contact your Crew Member for all your Holidays gift ideas.
- Cooler Season is here now that we have passed the Equator.

Happy Thanksgiving from the crew of the Polar Star. The cooks worked very hard this year to produce an excellent Thanksgiving meal for the 150 + crew. The menu included Rosemary baked turkey, Cajun deep-fried turkey, corn-bread sausage stuffing, ranch mashed potatoes, candied yams and the perennial green bean casserole. Sparkling cider and eggnog were set out on each table to accompany the meal.

Thanksgiving is a family tradition and many crewmembers missed and wished they could be with their families on this holiday. But we are a family of crewmembers here aboard the Star and we share the common pain of separation with one another. Many conversations could be heard about different family traditions and special foods that one's Grandma or Mom only make at Thanksgiving. These sto-

ries, shared with other shipmates on the mess deck, help to bind us as a ship's family, even while we are missing our immediate families back home.

Even though the cooks served up a gastronomic feast for dinner, they weren't done yet. At 7:00 pm, they set out some smoked salmon, mini chicken cordon bleu and shrimp cocktail before topping it all off with dessert that included pumpkin and pecan pie, key lime and coconut cakes and something called the \$250 cookie. So it was back to the table for some more goodies and some movie watching. A big thanks go out from the crew to our cooks and mess cooks. Their long hours of careful and thoughtful preparation of Thanksgiving and all our meals is much appreciated as we sail thousands of miles away from home. We hope all our readers had a great Thanksgiving and we are

buoyed up by the knowledge that we are in your thoughts and prayers.

Christopher A. Lumpkin,
MST2



FS3s Ryan Parsons and Rob Deaver serve up the Thanksgiving Day main course to a hungry SN Amber DeJesus

"I can't believe how hot it is here!"

Polar Star's transit from Honolulu to Sydney can be described as several things: relaxing, calm, busy, exciting etc. But one unanimous description overrides all others. It is *very* hot! Granted, we have a great deal of time to acclimate, but it's still the tropics. I'm sure that vacation you had to

Tahiti was great, but going down to one of the engine spaces in pants and steel toe boots at 130F is far from tropical paradise. How do we cope? Anyway we can. Conserve movement and drink plenty of water. The engineers even wear Camelbacks on their rounds of the ma-

chinery spaces or while they are working. Two weeks of relative discomfort and then Sydney. Is it worth it? Well most anyone who's been to Australia will tell you, absolutely.

L/TJG Collin R. Bronson



Luau at Paradise Cove

"Crew Members of the Polar Star attended a Luau at Paradise Cove, Hawaii on 14 November 2004. The crew members learned native traditions, cooking Hawaiian style, hula-dancing, singing, story-telling, and local customs. A good time was had by all- thanks to the Morale Committee for organizing the event!"

The Polar Star crew ready to rock at the Paradise Cove Luau

Home Away From Home

You're going away for six months and you have to make a 7-foot long by 3-foot wide by 3-foot high space that serves not only as a bed, but also as a place of privacy, a home away from home. With that space and one small clothes locker at your disposal, the question becomes how best to maximize minimal space for the most comfort.

Berthing for all enlisted crewmembers E-6 and below is located on the 2nd deck and consists of two 12-man rooms, four-man rooms and two man rooms. With these small accommodations, it can get pretty cramped when all the staterooms are full, so privacy and comfort is at a premium and pretty much limited to one's rack. Consequently, many crewmembers invest extra time and money to make their rack feel like home as much as possible

while maximizing the small amount of space available to them.

Most crewmembers have either a small, personal TV mounted at the end of their rack or one large TV that serves the whole room. Favorite posters are hung on the bulkhead, small personal items are strategically placed, crates are used as shelves and fans are put in position. Some people spend a weekend and \$30 getting their little corner of the ship's world ready for the deployment and others will spend a week and over a hundred dollars. OS2 Matt Sharp decided the ship's rack curtains did not shut out enough light to suit his needs, so he purchased material and sewed his own. "It all depends on what comfort level you want and how willing you are to invest the time and effort to create it," he states. "Sewing the curtain took some

time, but it was well worth it. The other guys in the room can have the light on and I can still sleep without being bothered."

Getting personal space ready with as many creature comforts as possible is part of the ritual of preparation for these long trips. It is important to take a little piece of home as well as make a home aboard ship. The ship becomes home as soon as we leave Pier 36 in Seattle and, as we all know, it pays to invest in one's home.

Christopher A. Lumpkin,
MST2



The author relaxes while getting ideas for his next article

**Happy Thanksgiving
to all our Friends
and Families back
Home.**

“I Gotta Get Qual’d!” “I Gotta Get Qual’d”

This statement is at the top of most everyone’s list when it comes to getting underway. From Trash Tech to Boatswains Mate of the Watch to Auxiliary Engineer to Officer of the Deck, getting qualified is the first step in doing the job. The “qual” process, all refer to it, can be a minor inconvenience to some, or a huge burden ripe with anxiety for others. What is this qualification

process? Well, it’s the culmination of one’s duties onboard. It’s what one came here to do; one’s primary duty onboard the Polar Star. It’s what we get paid for. All qual processes involve a break-in period where the break-in ‘shadows’ a qualified person and learns through on the job training. All break-ins have a ‘qual packet’ that goes with them day in and day out. This packet is called the PQS or Personnel Qualification Standard and contains a myriad of tasks a break-in needs to accomplish or

show knowledge of a practice.

Upon completing PQS, the member will get a board. A board is compiled of several peers and senior watch standers who ask questions about their particular station. A typical board lasts about an hour. This can be a particularly nerve wracking time. Upon successful completion the member will now be able to stand their watch unsupervised, a truly great accomplishment.

LTJG Collin R. Bronson

Meet Your Polar Star Crew Members

Boatswains mate Third Class Pamela-Renae Lomond reported aboard the Polar Star this past summer from the Training Center in Yorktown Virginia where she went through BM ‘A’ school. Before that she sailed on the USCGC Boutwell out of Alameda California. Pamela works in the Operations Department and is currently working on her qualification as a Junior Officer of the Deck (JOD). She is an avid reader and photographer with several awards to her credit. Her career plan is to advance to Warrant Officer. Pamela has a brother in the Coast

Guard, Machinery Technician 2nd class Paul Lomond currently serving on the USCGC TAHOMA home ported in Kittery Maine. Pamela is excited to be onboard the Polar Star and especially welcomes the opportunity to photograph all of the amazing places we will visit on Deep Freeze 2005.

FS2 Robert Corbett



BM3 Pamela-Renae with her ever-present Polar Star smile

The E-Newsletter is now available on our web site <http://www.uscg.mil/pacarea/polarstar>

Meet Your Polar Star Crew Members



ETCS Mark Huntelman looking decidedly tropical in Honolulu

Senior Chief Mark Huntelman was born in Norfolk, VA on January 3, 1961. He was raised in Los Angeles, CA. Mark followed in the footsteps of his father, ETCS (Ret) Karl Huntelman, by joining the Coast Guard in January 1980. He attended basic training at the Training Center in Alameda, CA in recruit company H-128 and then went to ET-'A' School in November of 1980 on Governors Island, NY. Mark has served on many units during his tenure in the Coast Guard including the *CGC Woodrush* (WLB-407) where he met his wife of 18 years, Clara. They have two children, Virginia (17) and Karl (16). Along with

their two cats, Godzilla and Hugh Heffner, the whole family awaits his arrival home in April. Mark's many career accomplishments include participating in support of the 1980 Mariel Boatlift and the 1984 Los Angeles Olympics. He made Senior Chief in 2001. His many duties aboard *Polar Star* include serving as a leader for the Deep Freeze '05 Cruise Book Committee and sits on the Morale Committee. Senior Chief will transfer to his next unit in June 2005 to the USCG Communications Station, Boston, MA, where he will assume the duties of Officer-In-Charge. He plans on retiring at his next unit after serving 30 years

in the Coast Guard. Plans after retirement? Senior Chief smiles and says, "To work at Wal-Mart as a door greeter and wear their very cool blue vests."

BM3 P. Lomond



The Real Bingo Caller

M-AERI: An overview

Those shipmates who have been on the flying bridge have seen the bulky equipment that sits there. And when a radiosonde weather balloon is released from the fantail approximately twice daily, it always seems to draw a curious bunch of people who can't help but snap a photo. Some are even disappointed when the weather balloon launch is missed. But what does all this equipment do, and why do we have it?

The equipment is part of an ongoing scientific research project called M-AERI, or Marine Atmospheric Emitted Radiance Interferometer. As we know, the *Polar Star's* missions are multifold. In addition to icebreaking missions, the cutter also serves as a scientific re-

search platform for projects like M-AERI.

Conventional thermometers and weather buoys measure the temperature of the water at a certain depth. But what about the 1 mm or so layer that is at the top of the sea surface, the layer that is in direct contact with the air? It is this temperature, called a "skin temperature" that is measured by the M-AERI equipment, as well as the atmosphere above the layer. The equipment, situated on the flying bridge under a tarp, measures a 55 degree angle of the sea and air to measure the various temperatures of each. The "skin temperature" is then used to validate the sea surface temperatures given by orbiting satellites. The scientist on board whose task it is to analyze and maintain the equipment and data is Dr. Gashka Szczodrak, a research scientist from the Rosenstiel School of Marine and Atmospheric Science, University of Mi-

ami, Florida.

The satellite data would be altered due to temperature and pressure changes in the upper atmosphere. So how does Dr. Szczodrak account for this difference? The answer is the regular radiosonde weather balloons that are launched from the fantail to synchronize with the passing of the orbiting satellites above. With the pressure, temperature, and humidity readings that she receives from the information collected from the radiosonde weather balloons, Dr. Szczodrak can account for the state of the upper atmosphere in her readings.

M-AERI: An overview (Continued)

Science has always been an important mission of the USCGC Polar Star, and research like the one Dr. Szczdrak performs is an example of this fact. The weather balloons and equipment serve to broaden our understanding of the complex interactions between the atmosphere and the vast oceans below that sustain life on earth.

MST2 Greg Krauss



EM1 Wahl working?



Seaman Turner Carving the Bird



Chief Walstrand Enjoying Thanksgiving



Everyone enjoying a good game of Bingo



ENS Miller doing what he does best...Smiling